for the purpose of constructing a canal in continuation of the Ananda Victoria Marthanda Varma Canal. The road connected the sea-coast villages of Vizhinjam, Mulloor, Kottukal, Pulluvillay, Pallam, Chinnamarthandanthuray, Cochuthuray, Karingulam and Poovar, and was thus an important one. The road was now full of ruts and breaches in many places and was unfit for wheeled traffic. He requested that the road should be improved. He learnt that the Sub-Division Officer, Neyyattinkara, had already sent up an estimate for the work.

Over the Ananda Victoria Marthanda Varma Canal there was not a single bridge from Vallavillay to Poothuray. There were four bridges at Vallavillay, Athithyanthuray, Chinnathuray and Poothuray, and all of them had been removed on account of their dilapidated condition and no new bridges had been erected as yet in their places. The people residing on the western side of the canal, that is, between the canal and the sea, experienced great difficulty in crossing the same, especially during the monsoons, to go to the market and bazaars for the sale of their fish and the purchase of their domestic commodities. Several petitions had also been submitted to the Government from 1084 but without any result. He prayed for the early construction of the bridges, except the one at Athithyanthuray, which, he said, was unnecessary, as the petty villages were no longer in existence there.

Dewan's reply.—Noted.

57. Improvement of certain roads in the Chirayinkil taluk.

Mr. Kanakku Nilakantan Parameswaran (Member, Chirayinkil taluk) requested that the following traces should be improved and made cartable, *viz.*,

(1) The trace from the Attingal Kollampuzhakadavu to Dalavapuram *via* Nilakkamukku, over a distance of 5 miles ; and

(2) The trace from the Chirayinkil Valiakadai to the main road from Quilon to Trivandrum, over a distance of $3\frac{1}{2}$ miles.

In regard to the first road, it was traced in 1068 and was not cartable; but lands had been acquired already. For the second road also, the required lands had been acquired. The road was in a fairly good condition and all that was necessary was a general doing up and also the construction of a culvert.

Dewan's reply.—Noted.

58. The necessity for building a sea jetty at Quilon.

Mr. Charles Brander (Member, the South Travancore Planters' Association) read and presented a petition signed by all the leading merchants in Quilon, in which they had asked (1) for the erection of a pier at Quilon Port and (2) for the construction of godowns at the Quilon Beach for the storage of goods exported and imported. The petition covered all the points neccessary and by itself justified the erection of a pier, but he wished to emphasise the points which he considered most important.

Firstly, Quilon was the most central sea-port town in the State with the most suitable natural facilities for sea-borne traffic. In fact, no other town in the State lent itself to anything like the same extent as a distributing centre. All other towns, including Trivandrum and Alleppey, might be equal in the matter of loading and unloading facilities, but Quilon alone gave that natural protection or harbourage for the boats necessary for that work in rough weather. In other towns, the boats during the monsoon months of the year had to be drawn out of the sea and far up the beach for protection, due to the roughness of the sea. But Quilon gave them a safe harbourage in the ample arms of Tangacherry behind the reef, and there had never been any necessity to take the boats out of the salt water, where the class of boats used decayed rapidly. The dragging of the boats to a safe place on dry land necessitated the building of only small boats that could be moved easily, taking only a

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very small cargo, thereby making transport dangerous and expensive. The building of a sea jetty at Quilon with its harbourage for boats during rough weather would permit of the building of much larger boats, thereby minimising risk to life and property and reducing the cost of landing material considerably.

Secondly, whatever was the reason for the lack of enterprise in the past which drove the sea-borne trade to Cochin and Tuticorin, the people of Quilon were now fully alive to the neglect of the past and recognised what they required for the future, and, in para 7 of the petition, they asserted that, with the greater facilities they asked for, fifteen lakhs of bags of paddy and rice would be landed at Quilon, not reckoning the very large consignments of general merchandise that from time to time found their way at present from Cochin and other places. The pier dues on such an importation would alone justify the extra facilities asked for, leaving alone the fact that most of those goods were subject to an import tax at some point outside Travancore—an import tax which, with the greater facilities of loading, would go to the revenues of the State.

In the town of Quilon alone, 5,00,000 bags of rice and paddy were consumed, out of which only about 30,000 bags were landed at Quilon and a big percentage of it was badly damaged by sea water during loading operations. Quilon would also become the largest distributing centre of the State by rail or water and envelop the Travancore foreign trade, sea-borne or land-ward, which had given Cochin her present lead. Dried fish and copra could not at present be shipped at Quilon, owing to the damage done by salt water, while leaving the shore, on account of the surf which was practically prevalent all the year round. All those native exports, especially that of dried fish, could be greatly increased with the greater facilities asked for.

Lastly, the very great risk to human life daily experienced under existing conditions could be minimised. It was true that accidents to human life were fortunately the exception and not the rule, but that was due mainly to the courage and expertness of the boatmen. But, while they might successfully shoot the surf, every one knew that tragedy was always lurking in the background, and it was doubtful if, in the cause of humanity, the Government were justified in delaying what would reduce the risks to human life to a minimum.

Coming to the European population of the district, mercantile and planting, he said that all the points in the petition applied equally to them. At present, instead of being able to take delivery of goods at Quilon, the only suitable centre, they all had to employ agents at Cochin and Tuticorin, the distance of which made a personal inspection very difficult and expensive. So, everything had to be left in the agents' hands. Quilon was within easy reach. The landing of goods at Tuticorin and Cochin benefited those towns and their population considerably, while Travancore did not benefit at all. He quoted certain figures and argued that, if suitable landing facilities were given, the firms would load their goods at Quilon. The imports might also be expected to increase as the tea and rubber industries developed. One large firm of agents had just completed arrangements for the extension of its tile works and proposed to erect a large kiln capable of turning out 10 to 12 lakhs of tiles per month. That would probably be much more than Travancore and the surrounding districts could take, but he knew that a very large business could be done in flat tiles with Australia and the Straits, and all that was wanting to develop that trade was adequate shipping facilities at Quilon. In addition to the above, the produce of the surrounding country would gravitate to the port of Quilon. Further, the completion of the new road from Avaneeswaram Railway Station to Mundakayam and Peermade would alter the present trade route *via* Kottayam to Cochin, and all the produce of the above districts, which now went to Cochin, would be brought to Quilon. There was also another advantage in favour of Quilon, and that was that it had deep water practically up to the beach and large ships anchored about half a mile from the shore. Any great length of jetty would not be required and it would make the cost of erection compare favourably with the other jetties erected in the State and the shortness of the distance from shore to ship, as compared with Tuticorin and Cochin, would greatly cheapen the actual transport of goods.

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The Member then summed up the advantages in favour of a jetty at Quilon as follows:—

(1) The importation of 5,00,000 bags of paddy and rice per annum for the use of the town of Quilon and the possible extension of the trade in those articles of food when Quilon became the distributing centre as it naturally would.

(2) The importation of general merchandise must be considerable.

(3) The inaugurating of a trade in dried fish, copra, &c.

(4) The railway extension to Trivandrum would throw a large percentage of boatmen out of work. The creation of a pier and the resulting industry would give new employment to those men in their own line of work.

(5) The enlarging of the craft to be used in shipping goods would encourage the boat-building industry and kindred industries. There would be less risk of goods being damaged in transit from ship to shore.

(6) The increasing of the present export of roofing tiles to Jaffna and Ceylon, at present handicapped by loading difficulties.

(7) The diversion of the present shipments of rubber and tea from Tuticorin and the increase of the revenue of the State Railway by the carriage on an average of 3,000 tons of produce, and the probable diversion of the Peermade–Mundakayam produce from Cochin, aggregating approximately 10,000 tons.

(8) The general cheapening of transport, due to the greater natural facilities of Quilon over those of Cochin and Tuticorin, due to the distance from shore to ship.

(9) The inaugurating of an export trade in flat tiles with Australia and the Straits, thereby increasing the present tile industry and creating more work for the population of Quilon, and the diffusion of money through the State.

(10) The building of a jetty would minimise the danger to human life that was attendant on the present system due to the strong surf all round the Quilon coast.

In conclusion, the Member said that the building of a jetty was not only an admirable scheme for the general good of the State, but it was a thoroughly sound business proposition, and he felt sure that the annual revenue accruing to the Government could not fall far short of Rs. 50,000, besides cheapening articles to all concerned Tuticorin and Cochin might suffer in consequence, but a State's first duty was to itself and the development of its own resources. Travancore should feed itself through its own ports and not be fed through the channels of Cochin and British India. During his seventeen years' residence in Travancore, it was only during the past eight or nine years that Travancore had awakened to a sense of individuality, and did not live solely for the good of her neighbours. She used to be satisfied to let the trade of Cochin and British India develop at her expense—a development which had put her neighbours far ahead of herself as regards sea-borne trade. Travancore had not only enabled those ports to develop at her expense, but hitherto all her efforts had been centred on running roads into British India and Cochin and sending her produce there to swell the railway returns of those States. As an instance, he mentioned the tea industry on the High Range. The State spent many lakhs of rupees in opening a cart-road to the north to Coimbatore, ostensibly to let the railways of British India have the benefit of the carrying traffic and the Madras Government the benefit of a road cut at Travancore's expense to open the country from the Travancore boundary o the point of connection with the British Indian roads. Not only had the State done that, but it had projected and actually surveyed what was known as the Western Outlet Road to assist in carrying the produce of the High Range, not through Travancore, but to Cochin, which alone would benefit by export and import dues. Conservatism in a State or individual was a good quality, but, under certain circumstances, it became suicidal, and it was a relief to all, who had the interests of the State at heart, to note that the old policy had now changed. The Member requested the Government to favourably consider his scheme for a sea jetty at Quilon which would go a great way to develop the State, besides being a remunerative proposition.

Dewan's reply.—Noted for early consideration.

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